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Record.

JOB PRINTING

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ENT WITH GOOD WORK-
MANSHIP.

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FARM ANIMALS

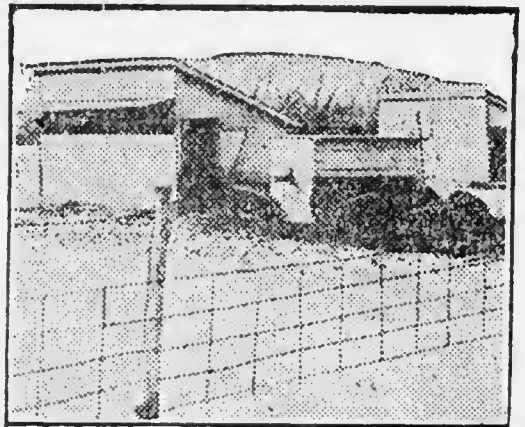
GIVE BROOD SOWS GOOD CARE

Proper Exercise and Protein Feeds in
Winter Will Aid in Production
of Strong Litters.

(Prepared by the United States Depart-
ment of Agriculture.)

If the sows that are to farrow in March and April produce good strong, vigorous litters and get their pigs through successfully to weaning time they must be properly cared for from now until the day of farrowing. One of the biggest hindrances to the sows' farrowing good strong, vigorous litters is lack of exercise. During the cold and snowy weather hogs like to lie around the sleeping quarters and be comfortable. That, however, is just what they should not do all the time, advise the specialists of the United States department of agriculture.

The proper exercise for a brood sow is that which she will take voluntarily and not through force. They should get their corn ration by hustling for it in the stalk fields and not by getting it fed around the sleeping quarters on feeding floors or in troughs. Feed them ear corn during the winter months and scatter it out in the stalk fields. The manure spreader is a good implement to use in scattering this corn. Don't be afraid it will be wasted, for it won't. You can readily regulate the amount



Pigs at Self-Feeders.

fed so that it will be picked up clean, and you will find next spring that there is not a bit of the corn lying around to go to waste.

Protein feeds in the form of shorts, tankage, oilmeal or alfalfa hay should be supplied. Self-feeders can be used for these feeds, and it is quite successful to grind the alfalfa hay. Sows will eat a larger percentage of alfalfa hay fed in the ground form than when fed in racks unground. This alfalfa is generally cheaper on the corn belt farms than any of the other protein feeds and is a good balance to the corn ration.

By following a few of these simple methods the sows will be brought to farrowing time capable of producing good strong pigs. Every hog grower knows that if he is going to have pigs that do their best from the start they must necessarily be strong and vigorous at farrowing time. The proper care of the brood sow is not difficult and should be carefully looked after by every hog grower.

SHEEP ARE MOST PROFITABLE

Produced More Economically on Farm
Than Any Other Live Stock—Pick
Up Much of Living.

Sheep, in proportion to the value of their products, are produced more economically on the farm than any other live stock; the feed and labor requirements are less. They fit in with general farming, get much of their subsistence from forage from grazing woods and grass that would not support other stock. They eat little feed that has a value as human food, and need less grain than other animals. They add materially to the farm revenue but add very little, relatively, to the farm expense.

BRAN AND CLOVER FOR SHEEP

Nothing Better for Ewes With Lambs
During Winter Season—Supply
Best of Hay.

Feed straw, fodder and stubble grasses during the winter, but toward spring ewes with lamb should have the best of first-crop clover hay, say, one feed per day. Nothing is better for them than bran and clover hay.

BEST FEED FOR YOUNG PIGS

Skim Milk and Middlings Are Excel-
lent Just After Weaning—Feed
Four Times a Day.

Skim milk and middlings make about the best feed for young pigs after weaning. When first weaned they should be fed four times a day, giving only a small quantity each time. When well started, three feeds a day are enough.

OUTDOOR EXERCISE FOR PIGS

Animals Should Be Protected From
Cold Winds or Hot Sun—Limit
Range for Sows.

Outdoor exercise is beneficial, but pigs should be protected from cold winds or from very hot sun. If the sow is turned out with her pigs, do not give her a very large range at first, as she is likely to travel too far and muddy the young.



KEEP YOUNG HORSE GROWING

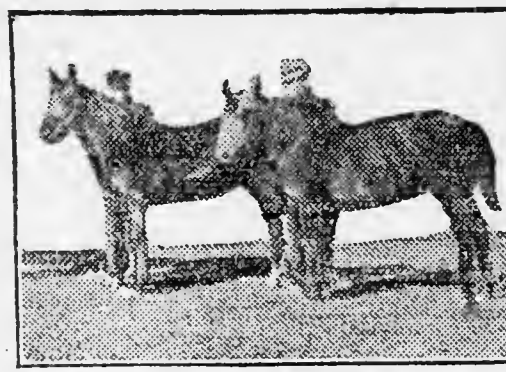
Good Practice, When Not Carried to
Extremes, to Allow Colts to Rough
It in Winter.

(Prepared by the United States Depart-
ment of Agriculture.)

Colts that are kept growing make the best horses. Some farmers allow their young horses to "rough it" through the winter and, although this is a good practice when not carried to extremes, if the feeder is not careful it may give the colt a setback which permanently retards its development.

Feeds that will promote growth should be supplied. Good, clean clover hay is palatable and slightly laxative. Timothy hay commonly is fed. Well-cured alfalfa hay free from dust is one of the best roughages for growing, but because of its relatively high protein content it generally is economical to supplement it with other roughage such as timothy, mixed hay, or corn fodder. Besides lending variety to the ration such a method of feeding alfalfa would offset any likelihood of kidney or bowel irregularities. Sheep oats can be used to good advantage to supplement other roughage. The animals should not be allowed to gorge themselves on dry feed. They should be given only what they will clean up readily, but at the same time enough feed should be supplied. Oats, corn and peas, preferably fed ground, are suitable grains. Bran, oil meal or gluten feed will add protein and lend variety. Cottonseed meal should not be fed to foals. Appropriate grain rations for the first winter are: Two parts corn, five parts oats, three parts bran and one part oil meal; or four parts oats, one part corn and one part bran.

Silage should not be fed to foals to any considerable extent. Sliced roots, such as carrots and sugar beets, are very palatable and have a cooling effect on the digestive system. The quantity of feed generally should be regulated by the appetite, although oc-



Splendid Young Fillies.

asionally the appetite may be too ravenous to be a good indication. The general condition of the colt and the droppings should be observed daily. Usually not over one pound of grain per 100 pounds of live weight should be fed until the animal is two years old. A liberal supply of salt and good water and plenty of fresh air and exercise are essential for the proper development of young horses. Idleness succeeding exercise will cause constipation. It is often said that a horse is made during his first winter. Certainly this is a critical time in the animal's life, and at no other age will proper feed and attention do as much to make of him a good horse. If stunted during the first winter he never will gain proper size and shape.

During the second winter the feed and management should be nearly the same as for the first winter, except that the quantity of feed should be increased somewhat, the colt tied up in his stall and handled frequently. Education by gentle and careful but firm handling at this age will save later much strenuous labor.

BOAR IN PROPER CONDITION

Good Judgment Is Necessary and Ex-
tremes Are to Be Avoided—
Vigor Is Essential.

It requires good judgment to keep a boar in the best possible condition. Extremes are to be avoided. The over-fat boar is not satisfactory, and a half-starved one cannot transmit vigor and constitution to its young.

SALT FOR SHEEP IN WINTER

When Feeding for Lamb Crop It Is
Well to Remember That You Are
Feeding for Wool.

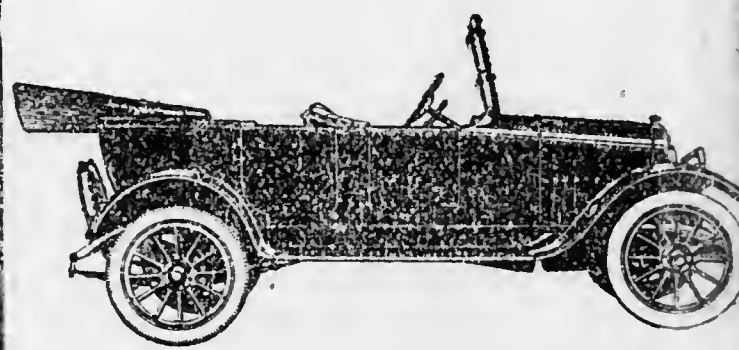
Sheep need a little salt winter as well as in summer. Remember that when you are feeding for the lamb crop you are also feeding for wool. A well-fed, well-nourished ewe will shear a heavy fleece.

SOW'S FEED OF IMPORTANCE

Animal Requires Something Besides
Meal—Give Her Roots, Alfalfa or
Red Clover Hay.

As in the case of the boar, the sow requires something besides meal, and the furnishing of some such feeds as roots, alfalfa or red clover hay, is even more important than in feeding the boar. Skim milk is also excellent when it can be had.

Do You Know the Terms of that 22,000 Mile Test?



Maxwell Motor Cars

5-Pass. Car . . . \$ 825

Roadster . . . 825

5-Pass. Car with All-
Weather Top . . 935

5-Pass. Sedan . . 1275

6-Pass. Town Car 1275

All prices f. o. b. Detroit

Wire wheels regular equipment
with Sedan and Town Car

Official Figures of the Test

Nov. 23	Daily Mileage	Av. Miles Per Gal. Gasoline
23	511.4	22.82
24	537.4	21.49
25	537.4	21.49
26	505.9	22.47
27	516.5	21.70
28	505.6	22.22
29	515.5	26.40
30	480.1	23.99
Dec. 1	498.8	23.99
2	484.6	21.77
3	506.6	20.71
4	438.9	19.51
5	502.7	19.44
6	517.0	22.15
7	505.0	22.35
8	493.3	22.03
9	472.6	21.33
10	477.7	22.43
11	495.2	23.82
12	540.1	23.56
13	539.3	23.18
14	465.9	23.85
15	523.1	22.05
16	539.1	21.99
17	492.8	22.09
18	512.0	21.72
19	525.9	28.33
20	527.5	28.34
21	496.8	24.50
22	490.8	22.30
23	487.1	21.13
24	480.5	21.75
25	477.5	22.83
26	492.6	22.30
27	487.1	19.79
28	487.4	18.91
29	525.9	18.20
30	466.9	20.24
31	504.9	21.08
Jan. 1	501.4	19.82
2	451.8	20.07
3	479.1	21.56
4	455.6	19.82
5	562.5	19.10

Elapsed time . . .	44 days
Total mileage . . .	22,022.3
Average speed per hour . . .	25 miles
Average day's run . . .	500.6
Longest day's run . . .	562.5
Average miles per gal. . .	22 miles
Smallest day's mileage . . .	451.8
per gallon . . .	18.20 miles
Greatest average miles . . .	28.33 miles
per gallon . . .	9,875 miles
Average tire life . . .	9,875 miles

*Note that longest day's run was made on last day of the test.



GREENFORD AUTO CO.
Agents Greenville, Ky.

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance?

Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it?

Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarly known as the "A.A.A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A.A.A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A.A.A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish.

Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy.

For verily this was a "stock" Maxwell. Listen:—

First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A.A.A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat.

Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking.

And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor.

At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.

